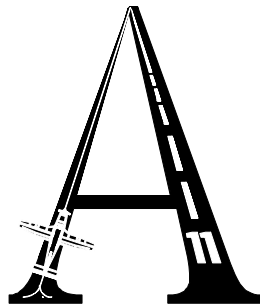
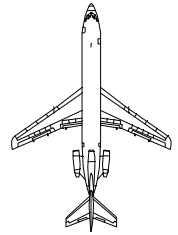




**Western
Pacific
Region**



airporTopics



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Spring

1998

Airports Division Sponsor Workshop

The Airports Division is preparing preliminary plans to conduct a two day Sponsor Workshop, on current information on airport planning, capacity, environmental procedures, engineering, certification, sponsor compliance, airport improvement program and passenger facility charge program. The workshop will provide a forum for discussion of these subjects to enhance coordination to achieve our mutual objectives. Two days in October 1998, are being considered. We contemplate holding a workshop in Arizona, Nevada, or Northern California, based on your preference and the level of participation by airport sponsors. Contact this office before June 15, 1998, indicating your interest in attending and with your location preference. Your response will direct actions for securing lodging and other workshop needs. Send your note to AWP-620, FAA Airports Division, P.O. Box 92007 WPC, Los Angeles, CA. 90009. We will keep you informed of workshop agenda and accommodation arrangements.

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FAA Academy Training Courses

The Federal Aviation Administration (FAA) Academy Airports Training Branch has opened enrollment to outside applicants for its

correspondence Course 06401, entitled "Airport Planning Criteria." This is an 80-hour course developed for FAA Airports service personnel involved in "airport planning." The course provides an in-depth study of topics which include the NPIAS, master plan elements with an emphasis on existing conditions, forecasts, facility requirements, site selection, airport layout plans and selected FAA airport design standards. There are four graded exams. Course materials will be shipped to you. Upon successful completion with an average of 70% or higher an FAA Academy training certificate will be issued. As a follow-on to this course, the Academy offers Course 06045, "Airport Planning and Design." The correspondence course is a mandatory prerequisite for the Airport Planning Criteria Course.

The 06045 course is a five day resident class that emphasizes critical thinking and judgment in the application of information learned in the correspondence study course. Out-of -agency tuition for the correspondence class has been set at \$168.00 per enrollee. The out-of-agency tuition for Course 06045 has not yet been established. All vacancies for this fiscal year (through September 30, 1998) for the resident class have been filled already with FAA personnel. The course will likely be available to outside applicants beginning October 1998. Interested parties in Course 06401 should contact Mrs. Cecilia Weismann, AWP-602, at (310) 725-3602, in the Regional office, for a copy of the enrollment form, AC Form 3145-2. Upon completion, the form should be faxed to the FAA Academy's Correspondence Study office, AMA-300D, at (405) 954-0231. It takes approximately 3-4 weeks to receive the material after the enrollment form has been received. If you have questions, please contact Mr. Ed Chambers at (405) 954-4610 in Oklahoma City.

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The Boeing 737-800 Index Buster!

Until now, the largest B-737 in the fleet was the 737-500 at 101 feet in length. The new B-737-800 version aircraft was approved by the FAA in March of this year. We should start seeing this new B-737-800 should arrive at airports around the first of June, 1998.

The 737 has previously been thought of as an Index B aircraft. Previous B-737s were design Index B. the new version with a length of 129.5 feet, is Index C. Heads up, this could affect the indexing at some airports! (Thanks to the Certification staff at Northwest Mountain Region, Boeing country).

Aircraft Rescue and Fire Fighting (ARFF) Requirements Potential Change

Several new aircraft in the series of existing models may affect the Index required at certified airports. For example, Boeing 737s have a required Index B ARFF capability. The new Boeing 737-800, recently approved by the FAA, will be flying commercially in June. This aircraft is 129 feet, 6 inches in length, placing it in the Index C category for ARFF requirements at a certified airport.

While Boeing 757s have required Index C ARFF capability, the new Boeing 757-300, with a length of 178 feet, 7 inches will require Index D ARFF capability.

The Boeing 767-600 is 206 feet in length, placing it in the Index E, rather than Index D. There may be other aircraft that will affect Index changes in the near future.

Airport certificate holders should be aware of the potential changes in Index requirements as a result of air carrier tenants placing these new aircraft into service. In addition, some of these aircraft may also affect wing tip clearance requirements.

Airports With Less Than Full-Time ARFF Coverage

Many airports certificated under 14 CFR Part 139 provide Aircraft Rescue and Fire Fighting (ARFF) services for specified periods of time or scheduled air carrier flights only. The operators of these certificated airports risk a violation of Part 139 if an unscheduled air carrier operation occurs when ARFF coverage is not available.

Certificated airport operators can protect themselves against this risk by placing a notice in the Airport/Facility Directory (A/FD) indicating that prior permission is required for an unscheduled air carrier operation. *This is identified as a PPR.* Other information about restrictions on operations at the airport should also be included. An example of this would be **“CLOSED to air carrier operations with more than 30 passenger seats except 24 hours PPR, call airport manager 123-456-7890.”** And if needed, **“ARFF available with PPR only.”**

This information also needs to be included in the Airport Certification Manual/Airport Certification Specifications. It is the certificate holder's responsibility to ensure that the information is accurate and reflects the current ARFF status.

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Snozzle On The Internet

Crash Rescue Equipment Service, Inc. the inventor, manufacturer and installer of the ARFF innovation called the "Snozzle" has a video of their product on the Internet at:

<http://www.snozzle.com/video.htm>

New Grant Assurance Obligations

The Federal Aviation Authorization Act of 1994 (Public Law 103-305) imposed a new airport financial reporting requirement. It is contained in the amended Airport Sponsor Assurances dated May 1997. The new assurance appears in grant agreements taking effect since late 1997. The Reports and Inspections Assurance, #26d, states that: "Sponsors will prepare in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail: (i) all amounts paid by the airport to any other unit of government and the purposes for which each payment was made; and (ii) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each service and property."

Another change was mandated by the Federal Aviation Reauthorization Act of 1996 (Public Law 104-264) which requires a new audit opinion and authorizes penalties for non-compliance. The requirement appears in the Airport Revenues Assurance, #25.z, and states as part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the

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use of airport revenue and taxes in paragraph (a), [reference to subparagraph 25.y of the assurance] and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

Assurance #25.aa states that civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107, United States Code.

We encourage you to review your operating procedures to ensure that you are able and ready to comply with these new requirements if and when they apply to your airport. The amended Grant Assurances are available in the Federal Register, Vol. 62, No. 105, Monday, June 2, 1997, Page 29761. The financial reporting requirement and instructions can be found in the Federal Register, Vol. 61, No. 53, Monday, March 18, 1996, Page 11077. You can download a copy of the assurances from the Internet at the following address: <http://www.nara.gov/fedreg/fedreg.html>

We wish to remind all commercial service airport sponsors that the financial reporting information required by Public Law 103-305 is due for fiscal year 1997. The information is to be submitted on FAA Forms 5100-125 and 5100-126 within 120 days following the end of the fiscal year for each commercial service airport. For example, if the fiscal year ended on June 30, 1997, the forms were due on or before October 28, 1997. One copy of the forms goes to Federal Aviation Administration, Airport Safety and Compliance Branch, AAS-310, Attn: Airport Financial Reports, 800 Independence Avenue, NW.,

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Washington, DC 20591. Another copy goes to the FAA Western-Pacific Regional Office, Airports Division AWP-621.3, Attn: Airport Financial Reports, P.O. Box 92007, WPC, Los Angeles, CA 90009.

Note that this reporting requirement is in addition to the annual audit reporting requirement. Be advised that failure to submit the required financial reports may result in the withholding of discretionary grant awards and a finding that the airport is in non-compliance with its grant assurance obligations. If you need more information, please contact your AIP Airport Technical Advisor.

The goal of this publication is to report and inform our readers. Comments, suggestions and ideas for future articles are encouraged from our readers. Please forward to Airportopics, AWP-600, P.O. Box 92007, WPC, Los Angeles, CA 90009.